

SECTION II
NAVIGATION PUBLICATIONS

NM 31/01

SAILING DIRECTIONS CORRECTIONS

PUB 126 6 Ed 1996 LAST NM 39/00

Page 14—Line 33/R; read:
outflow can exceed 12 knots, 6 hours after HW, when the
(BA NM 26/01) 31/01

PUB 132 9 Ed 2000 LAST NM 17/01

Page 105—Line 9/R; insert after:
Pilots board and disembark in position 42°37.2'N,
18°08.4'E for passenger vessels intending to anchor in
Lokrumski.
(BA NM 26/01) 31/01

PUB 142 8 Ed 2000 LAST NM 3/01

Page 102—Lines 2 to 8/L; read:
float.
Vessels should request permission from Barry Radio by
contacting same on VHF channel 11 or 16 before:
1. Approaching or passing through the entrance to the
breakwaters.
2. Sailing from any berth within Barry Docks.
Note.—Barry and Cardiff are jointly administered from
Cardiff.
Tidal information is available on request.
(BA NM 23/01) 31/01

PUB 146 7 Ed 2000 LAST NM 29/01

Page 195—Line 22/R; read:
Point (51°25'N., 56°28'W.). At the settlement, there is an L-
shaped public wharf extending 73m to an outer end 20m
long, which has depths of 1.3 to 1.9m alongside. A reef,
which breaks, extends parallel to the wharf about 45m off
its W side. This wharf is reported to provide some shelter
with SW winds, however, it is very exposed with winds
from the NE. Close SW there is a small L-shaped fishing
wharf, in disrepair, which dries at its outer end. About 1
mile SW there is another fishing wharf extending 49m from
the shore; it is in disrepair and dries at its outer end. Wharf
ruins exist off its W side.

Anchorage.—Open anchorage can be obtained 0.3 mile
off the coast between Watts Point and Eddies Cove.

The settlement of Green Island Brook is situated on the
shores of a cove, about 2.25 miles SW of West Point. An F-
shaped public wharf, 114m long, extends from the W shore
of the settlement to depths of 1.9 to 2.5m alongside the S
face of its outer end 25m. The seaward face of the wharf is
protected by large boulders. Caution is advised as rocks
extend about 10m off the end of the outer face of the wharf.
A pier, 14m long and 7.4m wide, is located 21m SW of the
outer face. Several small boat wharves and a large blue
building are located alongside the inner end of the public
wharf. An L-shaped wharf, with its outer end in ruins, is
located about 0.6 mile WSW of Green Island Brook.

(Can NM 5/01) 31/01

PUB 155 7 Ed 2001 NEW EDITION
(NIMA) 31/01

PUB 164 7 Ed 2000 LAST NM 30/00

Page 229—Line 22/L; insert after:
Pilotage is compulsory for vessels over 70 grt. Vessels
should send their ETA 72, 48, and 24 hours prior to arrival.
Requests for pilots should be sent 6 hours prior to arrival and
3 hours prior to departure. Pilots board in the following
positions:
1. South approach—W of Pulau Lemon.
2. East approach—N of Palau Mansinam.
(BA NM 25/01) 31/01

PUB 191 9 Ed 2000 LAST NM 30/01

Page 59—Line 3/R; read:
The East Channel lighted buoy (49°52'N., 2°25'W.) is
(19/06)01 Brest) 31/01

Page 115—Lines 44 to 54/L; read:

6.19 Bancs de Flandre (Flanders Banks) lie E of the
meridian of 1°48'E and extend up 12 miles offshore. They
are long, narrow, and diverge to the E. The inner banks
trend ENE and lie parallel to the coast.

The banks are composed of fine grey and black sand. They
are generally steep-to on the inshore side and slope gradually
seaward. The sea breaks heavily on the shallowest parts of
the banks when the wind is against the tidal current. The
shape and position of these banks are subject to change.

Except for Sandettie Bank, which lies in the center of the
Dover Strait, Bancs de Flandre form several lines of banks.

The outer line of banks consists of Out Ruytingen, In
Ruytingen, and Bergues Bank. This line extends about 26
miles NE from a position 7 miles N of Calais.

Sandettie Bank (51°15'N., 2°00'E.), the outermost of the
Bancs de Flandre lying off the French coast, is situated
within the Dover Strait TSS and described in paragraph 6.2.

Out Ruytingen (51°08'N., 2°04'E.), the outermost bank
lying S of the Dover Strait TSS limit, is described in
paragraph 6.2.

In Ruytingen (51°13'N., 2°16'E.), with depths of 1.9 to
9.7m, extends NE for about 5 miles. Its NE end is marked by
Ruytingen Est lighted buoy.

Bergues Bank (51°16'N., 2°20'E.), with depths of less
than 10m, extends NE for about 5 miles and lies adjacent to
the SE side of the West Hinder TSS.

The Dyck Banks, lying 2 to 3 miles inside the Ruytingens,
extend about 31 miles NE from a position 4.5 miles NNE of
Calais. This line consists of Dyck Occidental, Le Dyck
(Dyck Central), and Dyck Oriental (Oost Dyck).

The Ratel Banks, lying inside the Dyck Banks, extend
about 19 miles NE from a position 4.5 miles NNE of Port
Ouest (Dunkerque). This line consists of In Ratel, Binnen
Ratel, and Buiten Ratel. Banc Breedt, which dries in its
central part, runs almost parallel to In Ratel and Binnen

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Ratel. This bank lies about 0.5 mile inside In Ratel and connects with Binnen Ratel near its NE extremity.

There are also a number of inner banks which may best be seen on the chart. Most of these banks are extensions of the coastal bank.

Haut-Fond de Gravelines, with a least known depth of 4.3m, lies about 3 miles N of the entrance to Gravelines, and also NW of the crossroads where Passe de Ruytingen and Passe de l'Ouest meet.

Bancs du Snouw, Break, Hills, Traepegeer, and Smal, with many drying patches, border the N side of Rade de Dunkerque.

(Fr SD C2.1; BA NP 28)

31/01

Page 115—Lines 1 to 11/R; strike out.

(NIMA)

31/01

Page 115—Lines 26 to 59/R; read:

Dunkerque.

Calais to the Belgium Border

6.20 The coast from Calais to Gravelines, about 10 miles ENE, is very low, sandy, and backed by a flat countryside. The coastal bank along this stretch dries in places and extends up to about 1 mile offshore.

Pointe de Walde Light (51°00'N., 1°55'E.) is shown from a hut on a framework tower, 18m high, standing on the drying coastal bank, about 0.6 mile offshore.

The pointed belfry of the church situated at Oyle-Plage, 5 miles ESE of Pointe de Walde Light, is prominent from seaward.

Dyck lighted buoy (51°03'N., 1°52'E.), equipped with a racon, is moored at the W end of Dyck Occidental, about 4.7 miles NNE of the entrance to Calais.

RCE lighted buoy (51°02'N., 1°53'E.) is moored at the NE end of Ridens de Calais, about 1 mile SE of the Dyck lighted buoy. Buoys (special) are moored close SE and SW of this lighted buoy.

DKA lighted buoy (51°02'N., 1°57'E.), marking the W approach to Passe de l'Ouest, is moored about 3.3 miles E of the Dyck lighted buoy.

A conspicuous nuclear power station, with six chimneys 63m high, is situated about 8 miles E of Pointe de Walde Light, between the entrance to Gravelines and Dunkerque (Port Ouest). Four lighted buoys (special thermograph), which may best be seen on the chart, are moored up to 0.7 mile offshore in the vicinity of the power station.

The coast between Dunkerque (Port Est) and the border with Belgium is backed by dunes and fronted by a drying bank.

A prominent water tower and a chimney stand at Zuydcoote, 5.2 miles E of Dunkerque (Port Est). A factory plant, with two conspicuous water towers and several chimneys, is situated about 1.2 miles SW of Zuydcoote.

A church, with a conspicuous belfry, and a prominent casino are situated at Bray Dunes (51°05'N., 2°31'E.), about 6.5 miles E of Dunkerque (Port Est).

The border between France and Belgium lies about 1.2 miles E of Bray Dunes.

For a description of the waters lying E of the France-Belgium border, see Pub. 192, Sailing Directions (Enroute) North Sea.

Caution.—Numerous wrecks lie off this section of the coast and may best be seen on the chart.

Submarine cables, which may best be seen on the chart, extend seaward from points on the shore about 1.2 miles SW and 4.7 miles E of Pointe de Walde Light.

Three detached breakwaters, used for sand stabilization, lie about 0.3 mile offshore, 1.8 miles E of Dunkerque (Port Est).

6.21 Gravelines (51°00'N., 2°07'E.) (World Port Index No. 35740), a small port, lies 1 mile SE of the coast. It is used by fishing vessels, coasters, and pleasure craft. The harbor consists of an Avant-port and Bassin Vauban, a wet basin. The entrance to Avant-port lies at the mouth of the Riviere Aa.

Tides—Currents.—The tides rise about 6.3m at springs and 5.1m at neaps.

Winds from the N through W raise the water level up to 0.5m, while winds from the opposite direction decrease the level of water by as much as 0.7m.

At a position about 0.5 mile off the jetties, the flood current runs ENE and starts about 2 hours 30 minutes before HW at Dunkerque. It attains a normal maximum rate of 2 knots about 10 minutes before HW at Dunkerque, although rates up to 3.5 knots have been observed. Slack water occurs for 15 minutes about 3 hours after HW at Dunkerque. The ebb current runs WSW and starts after the slack water period. It attains a maximum rate of 1.7 knots between 4 hours 50 minutes and 5 hours 50 minutes after HW at Dunkerque.

Close off the jetty heads, the currents begin about 30 minutes earlier. Within the jetties the currents do not exceed a rate of 1.5 knots.

Depths—Limitations.—The port is approached from Passe de l'Ouest. The entrance to the river is protected by two jetties, which extend about 0.8 mile seaward. A bar, consisting of sandbanks, fronts the entrance and dries 1m.

The Avant-port extends along the river to the wet basin. A wharf, 170m long, is situated on the W bank. It dries 1.5m and is used by fishing vessels. The fairway is 15m wide and marked by beacons.

Bassin Vauban, the wet dock, is entered through a lock, which is 28m long and 10m wide, with a depth of 0.6m on the sill. The lock is spanned by a revolving bridge. The dock has 390m of berthage and provides facilities for pleasure craft. Coasters up to 70m in length and 9.8 beam can be accommodated, with drafts up to 3.4m at springs and 2.1m at neaps.

Small craft can gain access to the river and the canal system from the SW end of the wet dock through three lock gates, each 6m wide.

Aspect.—The small towns of Petit-Fort-Philippe and Grand-Fort-Philippe stand, respectively, on the E and W banks of the river at the entrance.

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The prominent structure of a former lighthouse, 27m high, stands close to the root of the E jetty. The spire, 46m high, of a church standing in Petit-Fort-Philippe is prominent. The belfry, 38m high, of a church standing in Grand-Fort-Philippe is prominent. A conspicuous square church tower is situated about 0.4 mile E of the wet dock, among the factory chimneys.

Pilotage.—The port lies within the inner area of compulsory pilotage for Dunkerque. Vessels requiring pilotage should proceed to the boarding ground off Dunkerque (Port Est).

Anchorage.—Anchorage can be taken off the entrance in depths of 6 to 10m, sand and shells, with good holding ground. This anchorage is untenable with strong onshore winds and should only be used by vessels waiting to enter the harbor.

Caution.—Local knowledge is advised. Entry to the harbor is especially difficult with onshore winds. Larger vessels usually enter the port 30 minutes before HW and must make allowance for the flood current running ENE across the entrance.

An explosives dumping area, which may best be seen on the chart, lies 1.7 miles NW of the jetty heads.

Approaches to Dunkerque

There are three main approaches to Dunkerque (Port Ouest) or Dunkerque (Port Est).

Passe de l'Ouest (51°03'N., 2°09'E.) is the principal route for vessels approaching from the W. It leads to Port Ouest. The channel is dredged to a depth of 22m as far as the entrance to Port Ouest. Chenal Intermediaire, a continuation of Passe de l'Ouest, leads to Port Est and has a least depth of 12.5m.

The approach to Passe de l'Ouest lies between the Dyck lighted buoy (51°03'N., 1°52'E.) and the RCE lighted buoy (51°02'N., 1°53'E.), moored about 1 mile SE. The entrance is marked by the DKA lighted buoy (51°02'N., 1°57'E.), which is moored about 3.3 miles E of Dyck lighted buoy.

From a position about 2.5 miles E of the DKA lighted buoy, the channel leads in an ENE direction for 4 miles to the harbor entrance. This section of the channel passes S of Haut-Fond de Gravelines and N of the coastal bank. It is marked on each side by lighted buoys, which may best be seen on the chart.

Chenal Intermediaire, marked by lighted buoys, leads 8.5 miles E from the E end of Passe de l'Ouest to the entrance to Port Est. The channel passes N of Banc de Mardyck and Banc de Saint-Pol, and S of Banc de Snouw and Banc Braek. A recommended track, which may best be seen on the chart, leads through this channel.

Bancs de Flandre is a route leading from NE. It should only be used by vessels with local knowledge or under pilotage.

From a position about 3 miles S of the West Hinder Light Platform (51°23'N., 2°26'E.) and S of the West Hinder TSS limit, the route leads 26 miles in a general SW direction. The route passes between Dyck Oriental (Oost Dyck) (51°15'N., 2°26'E.) and Bergues Bank (51°17'N., 2°22'E.), and then N and W of the N part of In Ruytingen (51°13'N., 2°16'E.). It

then passes through Passe de Ruytingen (51°10'N., 2°10'E.), which lies between In Ruytingen and Out Ruytingen (51°08'N., 2°04'E.). The route then passes through Passe du Dyck (51°06'N., 2°06'E.), which lies between the E end of Dyck Occidental and the W end of Le Dyck (Dyck Central). It then passes through Passe du Haut-Fond de Gravelines, lying W of the W end of Haut-Fond de Gravelines, and connects with Passe de l'Ouest, about 3.5 miles W of the harbor entrance (Port Ouest).

Generally, depths over 11m can be maintained on this route from NE, except within Passe du Dyck and Passe du Haut-Fond de Gravelines, where depths less than 9m are found. After passing through Passe de Ruytingen (51°10'N., 2°10'E.), vessels with deeper drafts may continue WSW and stay N of Dyck Occidental. Such vessels may then round Dyck lighted buoy (51°03'N., 1°52'E.) and enter Passe de l'Ouest.

Passe de Zuydcoote, a coastal route, leads from the E. From a position at the SW end of Westdiep close E of the E12 lighted buoy (51°08'N., 2°31'E.), the route, which is marked by buoys, leads 3.5 miles SSW through Passe de Zuydcoote. It then leads 4.5 miles WSW through Passe de l'Est into Rade de Dunkerque, which fronts the harbor entrance (Port Est). A recommended track, which may best be seen on the chart, indicates the route. The depths along this route are subject to frequent changes. The route through Passe de Zuydcoote crosses depths of less than 5m.

Passe de Zuydcoote connects Dunkerque with Nieuwpoort (51°09'N., 2°43'E.) and Oostende (51°14'N., 2°55'E.). From the position close E of the E12 lighted buoy (51°08'N., 2°31'E.), a route leads 16.5 miles ENE through Westdiep (Belgian waters) and Kleine Rede (51°10'N., 2°13'E.) to the vicinity of Oostende.

Caution.—Depths in the approach channels are subject to change and the port authorities should be consulted prior to using them.

A former mined area lies in the vicinity of the approaches to Dunkerque. The area is considered safe for surface navigation, but remains dangerous for anchoring, trawling, or carrying out any seabed activities. These dangers do not apply to the E and W approach channels. For further details, see Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean Sea.

(Fr SD C2.1; BA NP 28)

31/01

Page 116—Lines 1 to 55/L; strike out.

(NIMA)

31/01

Page 116—Lines 1 to 32/R; strike out.

(NIMA)

31/01

PUB 192 **7 Ed 2000**

LAST NM 30/01

Page 41—Line 46/R; read:

approach and may best be seen on the chart.

Deep-draft vessels approaching from the E and SE should not attempt to transit the E and SE traffic lane routes. Such

PUB 192 (Continued)

vessels should proceed N and utilize the NE traffic lane route (see Directions).

(BA NM 22/01)

31/01

and an ETA at least 3 hours in advance on VHF channel 16 or through Lyngby (OXZ). Vessels must report to the harbor office on VHF channel 12, 13, or 16 on arrival.

(BA NP 286; BA NP 18)

31/01

PUB 193 8 Ed 2000**LAST NM 27/01**

Page 157—Lines 21 to 28/R; read:

standing on the highest peak of Bangsbo Bakker (57°25'N., 10°28'E.), about 3 miles WSW of the harbor area.

An outer approach lighted buoy, equipped with a racon, is moored about 1.8 miles SE of the harbor entrance. A lighted range, which may best be seen on the chart, indicates the approach channel.

Pilotage.—Pilotage is not compulsory but is available. Pilots embark about 1 miles SE of the approach lighted buoy (57°25'N., 10°36'E.). Vessels must send a request for pilotage

Page 158—Lines 1 to 2/L; strike out.

(NIMA)

31/01

PUB 195 6 Ed 1999**LAST NM 29/01**

Page 64—Line 51/L; read:

conspicuous from seaward.

Four prominent wind generators stand about 1 mile SSE of Stocka.

(46(1048)00 Norrkoping)

31/01

RADIO NAVIGATIONAL AIDS CORRECTIONS**PUB 117****Ed 2001****LAST NM 30/01**

(1) No.	(2) Name	(3) Frequency	(4) Times	(5) Nature of Broadcast
UNITED STATES - ATLANTIC AND GULF				
LONG-RANGE WARNINGS: NAVAREA IV: Original reports to NAVAREA IV Coordinator, National Imagery and Mapping Agency, Attn: GIH (Mail stop D-44). HYDROLANT: Original reports to National Imagery and Mapping Agency. LOCAL WARNINGS: Local Notice to Mariners: Original reports to nearest Coast Guard Station for relay to District Commander (oan).				
3108 3-6795	New Orleans, LA (NMG) (NMG-2) U.S. Coast Guard.	2670 kHz, J3E.	0550.	Local Notice to Mariners and weather.
		2670 kHz, J3E, Ch. 22A, F3E.	1035, 1235, 1635, 2235.	Local Notice to Mariners and weather.
		4316, 8502, 12788 kHz, J3E.	0330, 0500, 0930, 1130, 1600, 1730, 2200, 2330.	Local Notice to Mariners and weather.
		4317.9, 8503.9, 12789.9 kHz, F3C.	0000, 0600, 1200, 1800.	Weather FAX*; 120/576.
		518 kHz, F1B.	0300, 0700, 1100, 1500, 1900, 2300.	NAVTEX (G).

*NOTE: Broadcast schedule at 1315.

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PUB 117 (Continued)

(1) No.	(2) Name	(3) Frequency	(4) Times	(5) Nature of Broadcast
UNITED STATES - PACIFIC				
LONG-RANGE WARNINGS: NAVAREA XII: Original reports to NAVAREA XII Coordinator, National Imagery and Mapping Agency, Attn: GIH (Mail stop D-44). HYDROPAC: Original reports to National Imagery and Mapping Agency. LOCAL WARNINGS: Local Notice to Mariners: Original reports to nearest Coast Guard Station for relay to District Commander (oan).				
3657 3-5325/7	Point Reyes, CA (NMC) (NMC-17) U.S. Coast Guard.	2670 kHz, J3E.	0203, 1403.	Local Notice to Mariners and weather.
		8416.5, 16806.5 kHz, F1B.	0005, 1800.	Maritime Safety Information (MSI) (HF NBDP) (NAVAREA XII, HYDROPAC and weather).
		4426, 8764, 13089 kHz, J3E.	0430, 1030.	Maritime Safety Information (MSI).
		8764, 13089, 17314 kHz, J3E.	1630, 2230.	Maritime Safety Information (MSI).
		Ch. 22A, F3E.	1630, 1900, 2330.	Local Notice to Mariners and weather.
		4346 kHz, F3C.	0230, 0750, 1100, 1430.	Weather FAX*; 120/576.
		8682, 12730, 17151.2 kHz, F3C.	0230, 0750, 1100, 1430, 1930, 2300.	Weather FAX*; 120/576.
		22527 kHz, F3C.	1930, 2300.	Weather FAX*; 120/576.
		518 kHz, F1B.	0000, 0400, 0800, 1200, 1600, 2000.	NAVTEX (C).

*NOTE: Broadcast schedule at 1104, 2324.

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31/01